

Amendments to the Claims:

This listing of claims replaces all prior versions and listings of claims in the application:

Listing of Claims:

1. (Canceled)

2. (previously presented) The vehicle set forth in claim 14, in which said hinge means of said first and second pivot means comprises at least one arm articulated on one side in relation to the hood and on another side in relation to the body, wherein the corresponding third complementary engaging means is located on said at least one arm.

3-13. (Canceled)

14. (previously presented) A convertible vehicle having a front and a rear, and comprising a bodyshell locally defining a rear boot which is provided with a hood, a roof collapsible into said rear boot, and, first pivot means and second pivot means which are adapted for allowing said hood to swivel with respect to the bodyshell, from said rear towards said front and from said front towards said rear, respectively, each of said first and second pivot means comprising:

- a base (9) fixed to said bodyshell of the vehicle,
- a body (11) attached to the hood through hinge means, said body comprising a first assembly element (13) adapted for reversibly engaging a second assembly element (14), for guiding the hood up to a locked position in which said hood is locked on said bodyshell,
- reversible locking means comprising a first engaging means (16,160,260) movably connected to the base along a displacement track of a reversible locking direction (D1,D10) and adapted for reversibly engaging a second complementary engaging means (17,170a,270a)

connected to the first assembly element so as to lock the body to said base, in said locked position, the first engaging means and the second complementary engaging means having a first contact surface and a second contact surface, respectively,

- wherein the first assembly element of each of said first and second pivot means comprises a third complementary engaging means (21) adapted to be reversibly engaged by the corresponding first engaging means, and wherein, at the location of one of said first and second pivot means, the corresponding first engaging means engages the corresponding second complementary engaging means, whilst releasing the corresponding third complementary engaging means from engagement therewith, thus creating a hinge effect during swivelling of the hood, while at the location of the other of said first and second pivot means, the corresponding first engaging means releases both the corresponding second and third complementary engaging means from being engaged therewith, so that the hood can be there distanced from the bodyshell, by swivelling around said created hinge,

- and wherein control means are provided to bring the second and third complementary engaging means across the displacement track of the corresponding first engaging means, along an engagement direction transversal to said reversible locking direction.

15. (Currently amended) A convertible vehicle having a front and a rear, and comprising a bodysell locally defining a rear boot which is provided with a hood, a roof collapsible into said rear boot, and, first pivot means and second pivot means which are adapted for allowing said hood to swivel with respect to the bodysell, from said rear towards said front and from said front towards said rear, respectively, each of said first and second pivot means comprising:

- a body base (9) fixed to said bodysell hood of the vehicle,
- a base body (11) attached to the hood bodysell through hinge means, one of said base and said body comprising a first assembly element (13) adapted for reversibly engaging a second assembly element (14), for guiding the hood up to a locked position in which said hood is locked on said bodysell,

- reversible locking means comprising a first engaging means (16,160,260) movably connected to one of the body and the base along a displacement track of a reversible locking direction (D1,D10) and adapted for reversibly engaging a second complementary engaging means (17,170a,270a) connected to the first assembly element so as to lock the base to said body, in said locked position, the first engaging means and the second complementary engaging means having a first contact surface and a second contact surface, respectively,

- wherein the first assembly element of each of said first and second pivot means comprises a third complementary engaging means (21) adapted to be reversibly engaged by the corresponding first engaging means, and wherein, at the location of one of said first and second pivot means, the corresponding first engaging means engages the corresponding second complementary engaging means, whilst releasing the corresponding third complementary engaging means from engagement therewith, thus creating a hinge effect during swivelling of the hood, while at the location of the other of said first and second pivot means, the corresponding first engaging means releases both the corresponding second and third complementary engaging means from being engaged therewith, so that the hood can be there distanced from the bodyshell, by swivelling around said created hinge,

- and wherein control means are provided to bring the second and third complementary engaging means across the displacement track of the corresponding first engaging means, along an engagement direction transversal to said reversible locking direction.

16. (previously presented) The convertible vehicle of claim 14, wherein, while locking the body and the base together, the first engaging means of the corresponding one of said first and second pivot means engages and successively presses on the corresponding second and then third complementary engaging means.

17. (previously presented) The convertible vehicle of claim 14, wherein the first assembly element reversibly engages the corresponding second assembly element by means of first and second runner surfaces respectively fitted to the first assembly element and to the

second assembly element, said first and second runner surfaces being engaged together only at a final portion of said swivelling of the hood relative to the bodyshe'll, for guiding the hood along said final portion, up to said locked position of the hood on said bodyshe'll.

18. (previously presented) The convertible vehicle of claim 14, wherein:

- the third complementary engaging means has a third contact surface for engagement with said first contact surface, and

- at least one of the first, second and third contact surfaces has an initial pressure zone where, during locking, the contact is initiated between said first contact surface and the second and third contact surfaces. the initial pressure zone being angulated relative to said reversible locking direction of the corresponding first engaging means and being interposed on the displacement track of said first engaging means, so that said first engaging means displaces the corresponding second and third complementary engaging means along said engagement direction, by applying a pressure that initially increases, as the contact between said first contact surface and at least one of said second and third contact surfaces develops, before said pressure becomes and remains substantially constant, while said second and third complementary engaging means substantially stop moving along said engagement direction.

19. (previously presented) The convertible vehicle of claim 14, wherein said first contact surface is curved along said reversible locking direction.

20. (Canceled)

21. (previously presented) The vehicle set forth in claim 14, wherein the first engaging means is swivelly mounted relative to the corresponding base, around a swivel axis.

22. (previously presented) The vehicle set forth in claim 14, wherein said first contact surface of the first engaging means extends at least essentially along a circle having a centre located on said swivel axis.

23. (previously presented) The vehicle set forth in claim 14, wherein:

- each first engaging means comprises a hook,
- the first contact surface of said first engaging means is curved along said reversible locking direction, and
- at least one of said corresponding second and third contact surfaces is also curved.

24. (previously presented) The vehicle set forth in claim 14, wherein the first runner surface is located on a substantially wedge-shaped male element of the first assembly element adapted to engage a substantially wedge-shaped female cavity element of the second assembly element.

25. (previously presented) The vehicle set forth in claim 14, wherein:

- the first engaging means is swivelly mounted relative to the corresponding base, and
- at least some of the second and first contact surfaces respectively belong to a backup support of the first assembly element and to the first engaging means, said first engaging means being adapted for gripping with said backup support so as to:

lean against it, during locking, while the first assembly element has not yet reached its locked position, along said engagement direction, and

accompany a final portion of the swivel movement of said first assembly element, and thus that of the hood, down to said locked position.

26. (previously presented) The vehicle set forth in claim 15, wherein:

- the first engaging means is swivelly mounted relative to the corresponding body, and

- at least some of the second and first contact surfaces respectively belong to a backup support of the first assembly element and to the first engaging means, said first engaging means being adapted for gripping with said backup support so as to:

lean against it, during locking, while the first assembly element has not yet reached its locked position, along said engagement direction, and

accompany a final portion of the swivel movement of said first assembly element, and thus that of the hood, down to said locked position.

27. (previously presented) The vehicle set forth in claim 14, wherein the respective first, second and third contact surfaces are so designed that while said first contact surface is engaging said second and third contact surfaces, along at least a major portion of the movement of the first engaging means on said displacement track, said first engaging means is applying a essentially constant pressure on the corresponding second and third complementary engaging means.

28. (previously presented) The vehicle set forth in claim 15, wherein said hinge means of said first and second pivot means comprises at least one arm articulated on one side in relation to the hood and on an other side in relation to the base, the corresponding third complementary engaging means is located on said at least one arm.

29-30 (Canceled)

31. (previously presented) The vehicle set forth in claim 14, wherein:

- the first and second pivot means comprise respectively a front set of pivots adapted to swivel the hood from the rear to the front and a rear set of pivots, located nearer the rear of the boot and the hood than the front set of pivots and adapted to swivel said hood from the front towards the rear

- the first engaging means comprise hooks,

- the front set of pivots is located at the front of the boot and the hood and the rear set of pivots is located at the rear of the boot and the hood;

- and, at the front, the hooks are open towards the front and, at the rear, the hooks are open towards the rear.

32. (New) The convertible vehicle of claim 15, wherein:

- the third complementary engaging means has a third contact surface for engagement with said first contact surface, and

- at least one of the first, second and third contact surfaces has an initial pressure zone where, during locking, the contact is initiated between said first contact surface and the second and third contact surfaces, the initial pressure zone being angulated relative to said reversible locking direction of the corresponding first engaging means and being interposed on the displacement track of said first engaging means, so that said first engaging means displaces the corresponding second and third complementary engaging means along said engagement direction, by applying a pressure that initially increases, as the contact between said first contact surface and at least one of said second and third contact surfaces develops, before said pressure becomes and remains substantially constant, while said second and third complementary engaging means substantially stop moving along said engagement direction.

33. (New) The convertible vehicle of claim 15, wherein said first contact surface is curved along said reversible locking direction.

34. (New) The vehicle set forth in claim 15, wherein the respective first, second and third contact surfaces are so designed that while said first contact surface is engaging said second and third contact surfaces, along at least a major portion of the movement of the first engaging means on said displacement track, said first engaging means is applying a essentially constant pressure on the corresponding second and third complementary engaging means.

35. (New) The vehicle set forth in claim 15, wherein:

- the first and second pivot means comprise respectively a front set of pivots adapted to swivel the hood from the rear to the front and a rear set of pivots, located nearer the rear of the boot and the hood than the front set of pivots and adapted to swivel said hood from the front towards the rear

- the first engaging means comprise hooks,

- the front set of pivots is located at the front of the boot and the hood and the rear set of pivots is located at the rear of the boot and the hood;

- and, at the front, the hooks are open towards the front and, at the rear, the hooks are open towards the rear.